

Dec. 30.

"Schs. Lena and Maud, Eva June, Arethusa and Ethel are about loaded with frozen herring and sch. Ingomar wants the fill of two scaffolds to complete her cargo. Sch. Mary W. S. finished loading on the 18th with frozen herring. She takes her cargo to the Halifax Cold Storage Co., and was the first vessel to load this year with herring cured by natural frost. Sch. Athlone, Capt. William Bennett, of Bay St. George, has part cargo of barreled herring, and will finish up on frozen for the same company. There have been no herring in North Arm since November 15, an unusual occurrence."

Dec. 30.

SCH. CAVALIER HOME.

Was Only Slightly Damaged by Fire in Sail Room.

Sch. Cavalier, Capt. Robert B. Porper, arrived from Quero bank, yesterday with about 20,000 pounds of halibut.

As previously reported in the Times, the schooner had quite a narrow escape from being burned while on the fishing grounds, a brisk blaze starting in her sail room, which was put out after much hard work. The vessel is only slightly damaged, but the contents of the room, including considerable fishing gear were considerably damaged.

Capt. Porper and his men feel that they were fortunate to come out of it with as little damage as was done, for a fire at sea, in a vessel is an ugly thing to handle, especially in bad weather as it was at the time.

Dec. 30.

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Cavalier, Quero Bank, 20,000 lbs. halibut, 4000 lbs. salt cod.
Sch. John Hays Hammond, Cape Shore, 45,000 lbs. fresh fish.

Today's Fish Market.

Market price large western cod to split, \$2.25 per cwt., medium do., \$1.50.
Large eastern cod, \$2.25, medium do., \$1.50.
Fresh round pollock, 70c per cwt.
Salt bank dory handline cod, \$4.50 per cwt. for large, \$3.50 for mediums and \$2.75 for snappers.
Fresh hake, \$1.10 per cwt.
Bank halibut, 14 cts. per lb. for white and 10 cts. for gray.
Salt herring, in bulk, \$3.50 per bbl.
Frozen herring, (cargo lots,) \$3.25 per cwt.

Boston.

Sch. Emily Cooney, 6000 haddock, 500 cod.
Sch. Mildred V. Nunan, 3500 haddock, 500 cod, 1000 hake, 2000 cusk.
Sch. Sylvia M. Nunan, 3000 haddock, 500 cod, 5000 hake.
Sloop Marion, 8000 pollock.
Sch. Thomas J. Carroll, 7000 haddock, 1200 cod, 8000 hake.
Sch. Fannie E. Prescott, 42,000 haddock, 8000 cod, 3000 hake.
Sch. Belbina P. Domingoes, 5000 haddock, 1000 cod, 2000 hake.
Sch. Mary Edith, 1200 haddock, 6000 cod.
Sch. Eva Avina, 6000 pollock.
Sch. Natalie J. Nelson, 15,000 haddock, 25,000 cod, 10,000 cusk.
Sch. Lafayette, 13,000 cod.
Sch. Fannie Belle Atwood, 32,000 haddock, 12,000 cod, 1000 hake, 8000 cusk, 1000 halibut.
Sch. Quonnapowitt, 19,000 haddock, 23,000 cod, 5000 hake.
Sch. Flora S. Nickerson, 23,000 haddock, 30,000 cod, 2000 hake, 3000 cusk.
Sch. Terra Nova, 25,000 haddock, 10,000 cod, 5000 hake, 18,000 cusk.
Sch. Oliver F. Hutchins, 7500 haddock, 500 cod, 5000 hake.
Sch. Richard J. Nunan, 4500 haddock, 500 cod, 12,000 hake.
Sch. Flavilla, 5000 haddock, 1500 cod, 1000 hake.
Steamer Spray, 45,000 haddock, 1000 cod, 1000 hake.
Sch. Manomet, 3000 haddock, 1000 cod, 5000 hake.
Sch. Lillian, 10,000 cod.
Sch. Valentinna, 7000 cod, 3000 hake.
Sch. Sadie M. Nunan, 5000 haddock, 200 cod, 5000 hake, 2500 cusk.
Sch. Genesta, 5000 haddock, 2000 cod, 8000 hake.
Haddock, \$3 to \$4 per cwt.; large cod, \$4.50; market cod, \$3; hake, \$1.50 to \$5; cusk, \$1.50 to \$1.75; pollock, \$3.25.

Dec. 31.

SIX VESSELS 39 MEN LOST.

Record of Gloucester Fisheries During the Year.

MONETARY LOSS WAS LARGE.

Number of Men Somewhat Larger Than Previous Years.

In accordance with our usual custom, we publish herewith the summary of losses of property and lives in the fisheries from this port during the year just closing, also the losses which have been reported from other ports, giving as far as they could be obtained the names of the men lost, together with their ages and place of birth and other matters of interest connected with their deaths. As has been the usual custom, the list includes the men lost from their vessels or in dories, those killed by accident on board vessels, those who have died on board or after having been removed to hospitals, men hailing from here but fishing in vessels from other ports, and those who have been drowned in attempting to board their vessels while in port.

While for the fourth consecutive year we have to record the loss of no vessel with her entire crew, the loss of life is somewhat in excess of the previous year, the loss of ten men who went astray from sch. Clara G. Silva and were drowned by the swamping of their dories materially swelling the aggregate. The number of vessels lost is however largely below the average even of recent years and is the smallest number for nearly 40 years or since 1868.

The total number of vessels lost during the year was six, of a total tonnage of 636.55 tons gross, and 431.53 tons net, the valuation of the lost craft being \$74,300, having an insurance of \$53,891. The list includes some of the largest and finest of the fleet. Two of the vessels lost were engaged in the Newfoundland herring fishery, two in the Banks salt cod fishery, one in the swordfishery and one in the shore fishery.

The number of men drowned during the year was 39, leaving 16 widows and 34 children, eight being drowned by being washed or falling overboard, 13 by the capsizing or swamping of their dories, four by getting astray from their vessel in a fog or storm, one by the dory being run down by the vessel, three were killed by accident on shipboard, four died on board vessels or in hospitals and five were drowned in docks while attempting to board their vessels.

The number of vessels lost last year was even, with a total tonnage of 60,408 tons gross and 43,050 tons net, being valued at \$59,800 and having an insurance of \$45,320. The number of men lost was 32, leaving eight widows and 20 children.

The losses of vessels and lives during the year now closing have been as follows:

Vessels Lost.

Sch. Richard Wainwright, 133.54 tons gross, 98.64 tons net, built in this city in 1900, went ashore at Flat Bay, Bay St. George, N. F., January 12, while after a cargo of frozen herring. Crew saved. Owned by Orlando Merchant and valued at \$15,000, and insured by the Gloucester Mutual Fishing Insurance Company for \$6235 on the vessel and \$4000 on the outfit and cargo and \$1500 on the cargo by the Boston Insurance Company.

Auxiliary sch. Vigilant, 92.60 tons gross, 66.98 tons net, built in this city in 1893, went adrift by ice at Bay of Islands, January 9, and went ashore on Wood Island and caught fire and was totally destroyed. Crew saved. Owned by the Gorton-Pew Fisheries Company and valued at \$17,000, and insured by the Gloucester Mutual Fishing Insurance Company for \$3745 on the vessel and \$2500 on the outfit and by the Boston Insurance Company for \$5000 on the vessel and \$1000 on the outfit, and \$1000 on the vessel by the Meinheim Insurance Company.

Sch. Ellen F. Gleason, 72.48 tons gross, 12.81 tons net, built in Essex in 1898, run down on Middle Bank, February 5, by steamer Winifredian. Crew saved. Owned by John Gleason and valued at \$8300 and insured by the Boston Insurance Company for \$5000 on the vessel and outfit.

Dec. 31.

Sch. Helen F. Whittin, 134.19 tons gross, 92.34 tons net, built at Boothbay, Me., in 1890, went ashore in the Straits of Belle Isle, August 4, while on a Banks salt cod-fishing trip. Crew saved. Owned by the Gorton-Pew Fisheries Company and valued at \$12,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$4442 on the vessel and \$3000 on the outfit, and \$1500 on the vessel by the Boston Insurance Company.

Sch. James S. Steele, 78.46 tons gross, 50.75 tons net, built at Essex in 1892, wrecked on Middle Bank Shoal, Vineyard Sound, while on a swordfishing trip September 2. Crew saved. Owned by H. & J. S. Steele and valued at \$4500, the outfit being valued at \$1500, and insured by the Gloucester Mutual Fishing Insurance Company for \$2907 on the vessel and \$1200 on the outfit.

Sch. Sceptre, 125.28 tons gross, 90.06 tons net, built in Essex in 1901, went ashore at Scatterie, C. B., October 21, while on a salt cod-fishing trip. Crew saved. Owned by the Gorton-Pew Fisheries Co., and valued at \$12,000 and outfit at \$4000 and insured by the Gloucester Mutual Fishing Insurance Company for \$6682 on the vessel and \$3000 on the outfit and by the Boston Insurance Company for \$1200 on the vessel.

Losses of Lives.

Michael Healty, 24 years old, native of Newfoundland, single, one of the crew of sch. Fame, drowned off the Cape Shore December 30, 1906, by his dory being run down by the vessel. His dorymate, James Diggins, was saved.

Henry Kelligrew, 45 years old, native of Newfoundland, single, knocked from the bowsprit of sch. Richard Wainwright January 9, 1907, off Cape George, N. F.

Neil McPhee, 45 years old, native of Prince Edward Island, single, washed overboard from sch. Olga on Western Bank January 12.

Jesse Harding, 45 years old, native of Shelburne, N. S., single, washed overboard from sch. J. J. Flaherty off St. Paul's Island, January 16.

Axel Gradie, 41 years old, native of Sweden, jumped overboard from sch. Paragon on Quero Bank January 18, while deranged, left widow and two children.

Jacob Sheave, 36 years old, native of Channel, N. F., went astray from sch. Margaret Dillon January 22 in a snow storm off Minot's light, left widow and three children.

Raymond Porter, 29 years old, native of Eel Brook, N. S., single, washed overboard from sch. Dictator on Georges February 18.

Edgerton McLaren, 34 years old, native of Argyle, N. S., and Daniel McLean, 28 years old, native of Prince Edward Island, both single, two of the crew of sch. Precaptor, drowned on Sable Island bank by the swamping of their dory March 6.

Capt. Walter Whitley, 54 years old, native of Port Hood, C. B., died of heart disease in a dory on Georges while taking the place of one of the crew of sch. Selma, March 28, left widow and two children.

John E. Anderson, 32 years old, native of Oland, Sweden, single, fell overboard from sch. Niagara off Eastern Point April 8.

Eldredge Smith, 60 years old, native of Nova Scotia, single, one of the crew of sch. Albert Geiger, found drowned in the harbor April 24, having been missing since December 17.

Frank Boudrot, 50 years old, native of Newfoundland, died from appendicitis on board sch. Henry M. Stanley, Bacalieu bank May 13, left widow.

Frank Hitt, 24 years old, native of New Bedford, single, killed by being struck by balloon sheet on board sch. James S. Steele on Georges June 24.

John J. Sutherland, 49 years old, native of Nova Scotia, one of the crew of sch. Priscilla Smith, died of heart disease on Georges July 15, left widow and one child.

Andrew Beckman, 34 years old, native of Shelburne, N. S., died on board sch. Cecil H. Low, on the banks August 26.

Charles Hines, 35 years old, native of Pubnico, N. S., single, one of the crew of the

Dec. 31.

sloop Defender drowned in Fears' dock while boarding the vessel September 9.

Henry Goodwin, 30 years old, native of Pubnico, N. S., one of the crew of sch. Esther Gray, was drowned September 17, by the capsizing of a dory, the schooner being in collision with sch. Cora M. on Jeffries Bank, left widow and one child. Three other men in the dory were rescued.

Bowman Spinney, 42 years old, native of Weymouth, N. S., one of the crew of sch. Manhasset, killed by falling from T wharf, Boston, to the deck of the vessel October 15, left widow and family.

Charles Benson, 28 years old, a native of this city, single, one of the crew of sch. L. Trafton, was drowned at Mobile October 20, while engaged in the snapper fishery.

Henry Boudrot, 30 years old, native of Tuskewedge, N. S., single, fell overboard from sch. Maggie and May on Bacalien Bank October 21.

John R. Malmberg, 30 years old, native of Halmstad, Sweden, single, washed overboard from sch. Titania off Sydney, C. B., October 21.

Augustus Silva, 35 years old, native of Azore Islands, left widow and three children; Marion Simmons, 40 years old, native of Azore Islands, left widow and four children; Joseph Boga, 35 years old, native of Azores, left widow and four children; Joseph M. Alves, 25 years old, native of the Azores, left widow and one child; Manuel D. Magana, 35 years old, native of Lisbon, Portugal, left widow and family; John Barrette, native of Lisbon, left widow and family; Manuel Sa-

rieva, 30 years old, native of Lisbon, left widow; Jason Branco, 40 years old, native of Lisbon, left widow and two children; Manuel N. Pinguello, 30 years old, native of Lisbon, single; Frank G. Machado, 35 years old, native of the Azores, single; ten of the crew of sch. Clara G. Silva, drowned by the swamping of their dories on Jeffries Bank on October 21.

Daniel Kelley, 30 years old, native of Newfoundland, single, one of the crew of sch. Mooween, drowned in the dock of the Atlantic Maritime Company, November 1.

William Gray, 32 years old, native of Bridgewater, N. S., single, one of the crew of sch. Lafayette, fell overboard November 2, while boarding his vessel and drowned.

Christopher Gunderson, 42 years old, native of Sweden, killed on board sch. Slade Gorton off Eastern Point December 11 by the gaff clapper falling from aloft and striking him, left widow and two children.

Peter Ryan, 45 years old, native of Aquaforte, N. F., single, one of the crew of sch. John Hays Hammond, died on board the schooner off Liscomb, N. S., December 20, after being rescued from the bottom of an overturned dory.

Manuel Gousalos Acavo, 18 years old, and Faenud Pashon, 20 years old, native of Lisbon, Portugal, single, went astray from sch. Mary P. Mesquita on Jeffries Bank, December 14.

Harry Lynch, 33 years old, single, belonging in Lynn, went astray from the auxiliary sloop Sabine December 23.

Summary of Losses.

VESSELS.		Fishery		Value	Insurance
Gross Tonnage	Net Tonnage	Shore Codfishing	Bank Codfishing		
Ellen F. Gleason.....72.48	42.81	Shore Codfishing	Bank Codfishing	\$8,300	\$5,000
Helen F. Whitten.....134.13	92.34	Shore Codfishing	Bank Codfishing	12,000	8,922
James S. Steele.....78.46	50.75	Swordfishing	N'd Herring	6,000	4,701
Richard Wainwright.....133.54	98.64	Bank Codfishing	N'd Herring	15,000	11,735
Sceptre.....125.28	90.06	Bank Codfishing	N'd Herring	16,000	10,882
Vigilant (auxiliary).....95.00	56.98	N'd Herring		17,000	13,245
	636.55			\$74,300	\$53,891

MEN LOST.

	Lives	Widows	Children
Dory capsized and swamped.....	14	9	21
Washed overboard.....	5	0	0
Fell overboard.....	3	1	2
Went astray from vessel.....	4	1	2
Drowned in dock while boarding vessels.....	5	0	0
Died on board vessels.....	4	3	3
Killed by accident.....	3	2	5
Run down by vessel.....	1	0	0
	39	16	34

Fishery Losses Since 1830.

We present below a record of the losses in the fisheries from this port since 1830, when the winter Georges fishery was first commenced, showing the number of vessels lost each year, their tonnage, valuation, insurance, and the number of lives lost, together with the widows and fatherless children left, so far as it has been able to obtain them.

Year.	Vessels.	Tonnage.	Valuation.	Insurance.	Lives.	Wid.	Chil.
1830	3		\$5,630	\$3,100	7		
1831	1		1,000				
1832	1		1,000				
1833	1		1,500				
1834	1		1,000		4		
1835	1		1,000		21		
1836	5		10,100	4,300	4		
1837	4		7,100	3,000	4		
1838	2		3,800	3,150	4		
1839	2		3,800	1,400	6		
1840	2		2,725	150	8		
1841	2		2,000	150			
1842	3		6,000	2,000	10		
1843	3		4,800	1,500	7		
1844	4		4,600	2,350	8		
1845	4		4,900	3,600	15		
1846	3		6,200	4,450			
1847	3		3,500	2,200	10		
1848	2		12,500	10,300	31		
1849	4		25,300	21,800	32		
1850	9		41,200	37,100	40		
1851	13		10,000	8,800			
1852	3		14,600	12,650	26		
1853	4		2,900	16,100	21		
1854	7		14,400	11,475	2		
1855	6		11,500	7,750	9		
1856	5		18,700	8,537	42		
1857	7		21,900	16,475	36	9	13
1858	6		26,350	20,494	74	17	15
1859	7		54,250	43,900	44	11	19
1860	15		66,500	53,225	162	74	153
1861	19		40,700	8,300	6	3	1
1862	10		98,900	59,635	84	31	58
1863	13		40,300	32,400	11	4	6
1864	8	504.93	40,300	32,400	26	10	18
1865	15	1,055.00	114,250	82,095	66	20	36
1866	11	844.57	82,675	59,669	39	19	46
1867	4	282.27	35,000	28,150	65	24	35
1868	16	858.81	83,450	54,887	97	26	45
1869	13	788.15	75,200	59,907	140	48	98
1870	20	1,035.93	90,560	78,253	63	21	32
1871	12	576.68	55,400	49,121	174	47	47
1872	31	1,624.55	118,700	100,918	68	18	37
1873	10	633.17	49,100	44,975	123	21	22
1874	16	1,050.91	96,000	81,326	212	34	67
1875	27	1,075.46	150,000	116,222	39	10	21
1876	7	384.93	22,936	19,001	56	8	20
1877	13	898.87	59,039	45,206	249	91	222
1878	29	1,893.36	111,056	90,582	52	11	18
1879	7	300.44	21,000	15,972	56	6	15
1880	8	511.51	31,000	20,493	115	50	113
1881	12	976.74	79,700	54,460	209	40	68
1882	17	1,119.27	94,400	76,972	131	50	68
1883	16	1,104.46	87,100	68,100	34	5	13
1884	12	639.55	67,700	53,040	136	14	35
1885	26	1,761.26	152,300	119,231	85	10	29
1886	13	843.33	62,900	51,455	63	6	16
1887	14	910.97	63,000	54,127	70	13	48
1888	14	853.25	57,200	50,074	86	7	13
1889	18	1,388.87	111,455	97,523	78	21	58
1890	17	1,492.75	91,600	78,900	46	4	8
1891	12	745.73	46,000	40,238	72	13	30
1892	12	826.42	54,700	47,877	137	50	54
1893	30	2,423.42	175,000	157,626	94	19	86
1894	11	912.02	70,000	53,072	88	15	41
1895	14	1,081.43	71,500	58,486	63	7	24
1896	11	901.54	75,750	43,297	62	29	74
1897	20	1,343.68	97,500	67,736	68	15	37
1898	17	1,162.21	75,600	58,201	53	18	42
1899	9	605.97	41,450	26,912	46	9	21
1900	9	1,282.25	73,000	53,941	82	30	52
1901	10	567.00	71,800	52,065	73	16	40
1902	9	1,198.18	129,500	85,970	32	8	21
1903	10	850.95	83,900	64,812	19	5	3
1904	10	640.98	56,550	33,253	32	8	22
1905	7	634.98	59,200	47,826	39	16	34
1906	6	646.55	74,300	53,891			
1907							

Losses in the Fisheries from Other Ports.

In addition to the losses in the Gloucester fleet, the following losses in the fisheries have been reported during the year from other ports:

Boston.

Sch. Shepherd King, 121.40 tons gross, 74.69 tons net, built in Essex in 1905, owned by William J. Emerson, Edward A. Rich and Capt. J. O. Brigham and engaged in shore fishing, run down on Georges in a fog July 12 and sank by the Russian steamer Saratov. Crew saved. Valued at \$12,000 and partially insured.

Sch. boat Grace W. Hone, 11.27 tons gross, 10.71 tons net, built at Boothbay, Me., 1891, owned by Michael Ferrieke, struck a ledge off Matinicus, Me., September 21 and sunk almost immediately after coming off. Crew saved.

Miley Ward and Matthew Leonard, two of the crew of sch. Thomas A. Cromwell, drowned off Cape Cod October 25 by the capsizing of their dory. Ward left a widow and two children at South Boston and Leonard a widow and five children at East Boston.

Capt. William E. Williamson, 54 years old, native of Chatham, master of sch. Thomas A. Cromwell, tripped and fell overboard from sch. Thomas A. Cromwell October 27

off Cape Cod, left widow and two children in Somerville.

Foster Creamer, one of the crew of sch. Matchless, drowned on Fippenies Bank December 13 by the capsizing of his dory.

Michael Handrigan and Martin Getherell, natives of Newfoundland, two of the crew of sch. Frances Whalen, drowned off the Cape Shore December 14 by the capsizing of their dory. Both men were married and left families in Newfoundland.

Cape Porpoise, Me.

Nicholas McKenney, one of the crew of sch. Sadie M. Nunan, died of exposure October 20 after being rescued from the bottom of his overturned dory, left widow and family.

Charles Gerry, one of the crew of Sadie M. Nunan, fell overboard off Eastern Point November 13, left widow and two children.

Boothbay Harbor, Me.

Auxiliary sch. Natalie B. Nickerson, 128.29 tons gross, 68.29 tons net, built at Boothbay Harbor, in 1901, owned by S. Nickerson & Sons, and engaged in mackerel seining, run down off Nantucket lightship in a fog July 9 and sunk by the White Star line steamer Romanic, three of the crew, William Winchester of Digby, N. S., and Everett Greenleaf and Elwell Greenleaf, brothers, of Boothbay harbor, being drowned, left widows.

Dec. 31.

CATCH WAS LARGE AND PRICES HIGH.

This Is Gloucester's Story of Her Fisheries for 1907.

**NEARLY 116,000,000 LBS. OF FISH LANDED
BY VESSELS AT THIS PORT.**

Total Catch Well Above 1906, Fresh Cod and Salt Herring Were the Leaders.

Another year passes today into history, and with it the oldest industry in New England, the fisheries, reaches another milestone in its long, toiling and honored progress.

For Gloucester the fisheries mean everything. On their success or failure the welfare of the city stands or falls. The record this year, as far as catch and remuneration to the hardy fishermen are concerned, has been an exceptionally good one. It can also be safely called a good wholesome year for owners and shippers, and should stocks now on hand be moved with ordinary facility and no great drop, the year of 1907 will be one to cause mutual congratulation for all interested in the fisheries of this largest fishing port in the country.

The striking feature of the year, aside from the gratifying gain in fish receipts here of 16,000,000 pounds over 1906, has been the steady high prices for all grades and kinds of fish from the vessels. There have been no sudden skyward jumps, or hurry-up drops, but just a steady, even run of high prices. Indeed it is safe to say that not since "war times," at least, have all kinds of fish brought such average high prices and showed so little fluctuation. This steadiness of price, too, has worked to the advantage of fisherman, owner and shipper alike.

Other notable features of the year are the phenomenal catch of pollock, equalled but

once in the history of our fisheries, the remarkable increase in the receipts of fresh codfish, the fine showing made by the summer shacking fleet and the gratifying increase in the salt mackerel catch.

In accordance with its usual custom, on the last day of the year, the Times herewith presents to its readers a resume of the fisheries of 1907 and a comparative table showing the catch of the various kinds of fish for the past three years. The table is compiled from accurate records kept by the Times' marine representative and are as accurate as care can make them.

The total amount of fish of all kinds landed at this port in 1907 was 109,879,859 pounds or 54,440 tons, against 93,816,284 pounds or 46,908 tons in 1906.

It is figured from actual statistics at hand and careful conservative estimates that Gloucester vessels landed direct at other ports during 1907 a total of 39,100,000 pounds, against 34,271,000 pounds in 1906.

The total weight of fish landed at this port, and by Gloucester vessels direct at other ports for 1907 reached the magnificent total of 148,979,859 pounds or 74,490 tons against 128,087,284 pounds or 64,044 tons in 1906.

The receipts of salt codfish show a falling off of about 2,500,000 pounds, the most of this being accounted for by the fact that so

few of the salt bank fleet went back for second trips and that so many of the summer Rips fleet ran their fares fresh to Boston and this port.

Fresh codfish show a remarkable gain, the catch being practically double that of last year. This was due in a great measure to the great number of fresh fares landed by the Rips fleet at this port, the market at Boston not being able to handle them, and also to the good catches of the spring shackers on the Peak and off Scatteri.

The fresh halibut receipts fall about 300,000 pounds short of reaching last year's record, going just over the 3,000,000 pound mark. The decrease is accounted for by the fact that the Georges halibut fleet found fewer of these fish than usual and the bank fleet met with a very long spell of extra hard weather early this fall.

The catch of haddock shows a falling off of 8,000,000 pounds, this being due largely to the fact that there was no glut at T wharf last spring, as there was in the memorable spring of 1906, when trip after trip, huge trips, too, could not sell there and were obliged to come here to split. The receipts here this year of haddock can, however, be considered not much below normal.

During the year 1907 the vessels brought in here about 9,000,000 pounds of hake, thus topping 1906 by fully 4,000,000 pounds or more, showing without further words how well the shackers did the past summer.

Cusk figures up about 5,000,000 pounds for the year, practically the same as the 1906 receipts. This is a fish, the catch of which seems to vary but little in recent years and which is generally in good demand.

Pollock can almost be said to be "king" this year, as indeed it is in pounds, though of course far from that title in value. In 1905, when over 17 1-2 million pounds were landed here, it was the talk of the fish world for months. Last year the receipts dropped to about 7,000,000 pounds, but this year the fleet engaged was the largest ever, over 90 sail of crafts, big and little, and the catch, some 16,700,000 pounds, certainly gave the banner total of 1905 a hard rub.

Dec. 31.

The fall catch of 1907 was about 10,000,000 pounds, the balance, 6 1-2 millions, being due to the new line of fishery, recently adopted, that of seining pollock all along the New England coast in the spring and summer, a fishery in which some five or six vessels engaged last year, and which promises to have many more this coming spring. The flitched halibut fleet had one of its best seasons for many years, both as regards catch and price and some grand stocks were made. The catch was 300,000 pounds more than last year and the receipts of halibut fins was also some larger.

Fresh mackerel receipts at this port were over 1000 barrels ahead of 1906, while the work of the whole seining fleet in this fresh mackerel line, was most gratifying and a marked betterment over 1906, some 60,000 barrels being landed at New York, Boston, Newport, New Bedford and Portland.

In 1906 the catch of salt mackerel was the smallest but one in the whole history of this fishery, being one barrel short of 11,000 barrels. This year the seining fleet landed at this port 29,725 barrels, while the total salt catch of the fleet was about 31,000 barrels or a little better. This, accompanied by the high prices which prevailed on both fresh and salt mackerel was productive of a successful season, it being quite pleasing to note that the salt catch was practically three times that of 1906.

Swordfish as usual were in light receipt, being confined to scattered fish brought in by shackers and halibuters, no regular trips being landed here.

There was not much doing in the shad line, some 300 barrels being brought in and nobody was wishing to see any more.

The catch of whiting, estimated at fully 16,000 barrels from boats and traps, and brought here, practically all fresh, was the largest in the history of the fisheries. It is only a few years that this fishery was taken up to any extent, but as markets were found for this sweet and very cheap fish product, the catch increased and reached its climax this year, when the fish came in so fast that the dealers had to really stop taking them in, being fairly blocked and filled up with them. Great catches were made right in the harbor and the water off the end of Dog Bar breakwater was a favorite fishing spot from which thousands of barrels were dragged.

The shore herring fishery has been quite successful, about 6000 barrels being landed salted and 13,000 barrels fresh, just a little short of last year, but an extra good catch at that.

Newfoundland frozen herring show a falling off of 4000 barrels from 1905, which instead of being an actual deficit, can be called just an ordinary fluctuation in the catch.

The receipts of Newfoundland salt herring were about 8000 barrels ahead of last year, but as the receipts of these fish, as well as the frozen herring, are figured on the season's catch, rather than by the catch of the calendar year, these figures do not bring out the whole facts of this branch of our fisheries, and no comparison can be made, as the present season is not within a month or two of closing.

Cured fish receipts have fallen off about 1,000,000 pounds from last year and this shortage is accounted for by the fact that some 6000 quintals are still in first hands "down east," and that some of the Maine folks sold quite a bit to Vinalhaven parties this season of fish which usually comes here.

A Shipper's and Vessel Owner's Resume of the Year.

The following resume of the fishing business of 1907 is from the pen of one of our largest fish producers and shippers, a man who for over 40 years has made a careful and comprehensive study of every phase of the fisheries, including statistics and legislation pertaining to them, and is well qualified to speak and write on the subject.

A business to be successful and permanent must furnish a fair compensation for all those employed in it.

The fisheries of Gloucester have been conducted for a century or two on the co-operative plan, in that the fishermen are not on a wage basis. They fish on the half, quarter and fifth lay. On the half lay, the vessel owners furnish vessel, stores, apparatus, the crew have one-half of the catch less half of

Dec. 31.

bait, ice and a few other incidental trip expenses. On the one-quarter and one-fifth lays the vessel owners furnish vessels, the crew furnish provisions, fishing apparatus, bait, ice, etc., and receive after paying such expenses, three-quarters and four-fifths of the amount remaining. The vessel owners receive the other one-quarter or one-fifth of the total catch, trip by trip, as they are made.

These lays are great inducements to the men, as the more fish they catch the more they make. We cite the earnings of the crews of sixteen vessels of the Provincetown fleet, about 300 men, as averaging about \$525 per man for this season. This is clear of board, and in many instances the fishing season was less than twelve months. Gloucester can furnish many more vessels than sixteen, probably all of one hundred, the crews of which have averaged the past season \$500, or more per man.

The fisheries of Gloucester are now 286 years old. In looking back, how many changes have been made in the style of vessels, the apparatus for catching fish, the mode of preparing the fish for market, and the distribution of fish! A century ago our market was limited and confined to a few large shipments at a time. Now our country offers a splendid market of 85,000,000 of people, and not only this country, but others of the old world. Now we ship at a time even one package and from that up to car loads.

The catch of codfish and other ground fish for the year shows a slight increase over the catch of 1906. On the whole, prices the fishermen have received have been quite satisfactory to them; also the shippers have received from the trade a fair value for their product. There have been no marked or wide variation in prices during the year, the market has been steady from the opening of the year to its closing.

Some people have been somewhat troubled or apparently so, on account of the competition that may arise in meeting the Pacific codfish in our markets in the eastern, middle, southern and western states. We do not think they need to worry, as the fishing grounds of the Pacific are a long way off from the Pacific vessel owners' home ports, and the voyages consume so much more time and greater expense and less distances, like our Atlantic fishing banks. And in shipping fish here east, is a long route, attended with much expense.

Another vital matter—the fishermen of the Pacific operate mostly on the wage system, and probably it will not be long before these fishermen will want to be placed on the same basis as their Atlantic brethren—the cooperative system.

The cost of catching the Pacific cod is on the increase already on the wage system, and in the coming years our Pacific brethren will have no advantage over those of the Atlantic in the first cost of catching fish. As for near home market, short distances for transportation, many more people, etc., the Pacific

ing show an increase over that of 1906, and received a higher price. So all in all this branch of the fishery has been fairly successful.

In herring, well, a new feature, "carrying coal to Newcastle," has been repeated. Six cargoes were caught this fall in our vicinity and shipped to Maine to be prepared for boneless herring. The Newfoundland herring fishery for the season is not concluded as yet. From November 18 to date 27 vessels with 3600 barrels salt herring have arrived and four vessels with 4600 barrels frozen herring. It now looks as if the Newfoundland catch this season would be about 46,000 barrels salt herring against 68,000 barrels in 1906-1907. Lent opens March 4, and closes April 19, 1908. So there is a long season for the bloater trade, and judging from the past seasons there will be an ample demand for this catch of herring. In frozen herring the catch may show an increase over last season.

It is fitting in closing, as we glance over the expiring year that we mention the rousing, courteous and remarkable reception that one of the greatest Presidents of the United States, President Roosevelt, gave a delegation of our fishermen at Provincetown last July, at the laying of the corner stone of the Pilgrim monument at that place.

It also might be in place to remark, "Where were the Massachusetts Canadian reciprocity leaders?" They met on that fatal election day in November the voters of Massachusetts, and oh, what a fall they received! The two champions were unhorsed so quickly and terribly that a political sanitation will be required for a long time to nurse the various bruises and shocks received:

"Those votes buried me so cruelly and deep,

Oh, mother, mother, for me weep, weep,

And sing your lullaby as you rock me

To all political sleep, sleep."

Comparative Annual Receipts.

The following table gives the catch of each kind of fish, landed at this port, for the years 1907, 1906, and 1905, together with the total catches of these years and of the whole Gloucester fleet, landed here and at other ports direct:

	1907.		1906.		1905.	
	Barrels.	Pounds.	Barrels.	Pounds.	Barrels.	Pounds.
Salt Cod.....	15,712	700	18,387	800	18,139	000
Fresh Cod.....	16,167	400	8,550	700	11,281	060
Halibut.....	3,081	765	3,442	400	2,324	700
Haddock.....	6,063	800	14,095	100	13,694	190
Hake.....	9,801	950	5,437	910	13,517	315
Cusk.....	4,805	300	4,021	900	6,895	830
Pollock.....	16,754	400	7,314	400	17,637	535
Flitch Halibut.....	826	210	582	935	453	578
Fresh Mackerel.....	3,067	613	1,969	383	2,284	456
Salt Mackerel.....	29,725	5,945	10,999	2,199	26,050	5,210
Fresh Herring.....	13,091	2,618	12,084	2,416	7,257	1,451
Salt Herring.....	71,561	16,315	67,771	15,451	38,350	8,743
Frozen Herring.....	21,565	4,313	25,389	5,077	27,752	5,550
Swordfish.....	8	250	3	001	.....	23
Cured Fish.....	2,004	800	3,496	950	.....	4,754
Porgies.....	.....	.....	225	45	1,226	245
Halibut Flins.....	413	82	270	54	217	43
Whiting.....	16,000	3,200	6,000	1,200	4,200	840
Shad.....	355	71	931	183	40	8
Fresh Fish from Boats.....	750	000	.....	1,000	.....	900
Miscellaneous.....	744	176	.....	468	.....	400
Total at Gloucester.....	109,879	859	93,816	284	112,459	818
Landed by Gloucester vessels at other ports, direct, (estimated).....	39,100	000	34,271	000	44,650	000
Total at Gloucester and by Gloucester vessels at other ports (direct).....	148,979	859	128,087	284	157,109	818

SOME SAILED THURSDAY

Advance Guard of Frozen Herring Fleet Among Them.

Weather Still Mild at Bay of Islands Saturday.

The latest advices from Bay of Islands, N. F., received here yesterday states that on Monday last the thermometer climbed toward the top of the glass and on Tuesday it rained nearly all day. Christmas day the wind was west, with no frost, but indications of frost for that night. On Thursday there was a very little frost and on Saturday the weather was still mild.

On Tuesday herring were plenty in the Goose and Penguin Arms and on Wednesday Christmas Day, eight vessels were lying at Wood Island, loaded and ready to sail on the first chance, sch. Alice R. Lawson, with cargo of salt herring for this port, sch. Arethusa, with 900 barrels of salt herring and 900 barrels of frozen herring for this port, sch. William Matheson of Bucksport, Me., with a cargo of salt herring, British sch. Renown, chartered by Gorton-Pew Fisheries Co., with a cargo of frozen herring for this port, British sch. Glenwood, chartered by L. McLean of Wood Island, with a cargo of part salt and part frozen herring for Halifax; British sch. Mary W. S. with a cargo of frozen herring for the Bontillier freezer at Halifax; British sch. Ambition with part salt bulk herring and part frozen herring, the latter for the freezer at Canso, N. S., and the British sch. Ethel, chartered by Capt. George W. Turner of this city, with a load of frozen herring.

Private advices from Bay of Islands state that sch. Arethusa and some of the others above mentioned sailed for their respective destinations on Thursday.

Dec. 31.

DAILY TIMES FISH BUREAU.

Today's Fish Market.

Market price large western cod to split, \$2.25 per cwt., medium do., \$1.50.

Large eastern cod, \$2.25, medium do., \$1.50

Fresh round pollock, 70c per cwt.

Salt bank dory handline cod, \$4.50 per cwt. for large, \$3.50 for mediums and \$2.75 for snappers.

Fresh hake, \$1.10 per cwt.

Bank halibut, 14 cts. per lb. for white and 10 cts. for gray.

Salt herring, in bulk, \$3.50 per bbl.

Frozen herring, (cargo lots,) \$3.25 per cwt.

Vessels Sailed.

Sch. Preceptor, halibuting.
Sch. Margaret, halibuting.

Boston.

Sch. Minerva, 4000 haddock, 400 cod, 5000 hake.

Sch. Manhasset, 20,000 haddock, 15,000 cod, 7000 cusk.

Sch. Thomas A. Cromwell, 20,000 haddock, 15,000 cod, 2000 hake, 10,000 cusk.

Sch. Teresa and Alice, 1500 haddock, 1000 cod, 500 hake, 3000 pollock.

Sch. Elva L. Spurling, 7000 cod.

Sch. Mabel Bryson, 17,000 cod.

Sch. Frances P. Mesquita, 4100 haddock, 3000 cod, 500 hake, 2000 cusk.

Sch. Mary T. Fallon, 17,000 haddock, 1500 cod, 5000 hake.

Sch. Rebecca, 1900 haddock, 2000 cod, 700 hake.

Haddock, \$4.50 to \$6 per cwt.; large cod, \$9; market cod, \$3 to \$4; hake, \$3 to \$6.

Fishing Fleet Movements.

Sch. A. P. Parkhurst, with 3000 pounds of fresh fish, was at Portland on Monday.